









The Marquis and Marchioness of Breadalbane leave for Japan by the *Belgic* to-morrow.

Sir Claude Macdonald left for Macao this morning in H. M. torpedo destroyer *Handy*. He returns to-morrow (Thursday).

This proposal made by the Chairman at the extraordinary meeting of the Punjion Mining Co., Ltd. was that 60,000 shares be issued, not 20,000 as we stated in yesterday's issue.

The Yokohama rowing season opened on the 3rd inst. In the Scratch Fours, Mr. H. E. Hayward stroked the second crew, and, with Mr. H. S. Goddard, won the Pair Oars by a length.

On the Magistrate's day, the proprietress of the Travellers' Hotel was fined \$15 for selling liquor during prohibited hours, and for having refused to show her licence to the Police.

This Band of the West Yorkshire Regiment will play the following programme at the Happy Valley to-morrow:—  
1. March. "Vivats up to the Flag."  
2. Overture. "The Girl of the Year."  
3. Song. "The Girl of the Year."  
4. Song. "The Girl of the Year."  
5. Song. "The Girl of the Year."  
6. Song. "The Girl of the Year."  
7. Song. "The Girl of the Year."  
8. Song. "The Girl of the Year."  
9. Song. "The Girl of the Year."  
10. Song. "The Girl of the Year."

It is rather curious (says the *Singapore Free Press*) to see that the Hongkong Volunteers have, perhaps as an echo of the Singapore motto, "In Oriente Primus," adopted the motto "Nulli Secundus in Oriente." Have they laid aside or forgotten their own old historical motto? That of the Hongkong Volunteers (1863) and the Canton Volunteers (1865)? "Cuius non auctoritas militis," with the "Dragon" badge.

The Sanitary Board meets to-morrow at 4.15 p.m. Agenda.—1. Surveyor's report for 1896. 2. Analyst's report for first quarter of 1897. 3. A return showing the progress of Bubonic Plague in Bombay. 4. An application for permission to erect water-closets at premises in Cochrane Street. 5. An application for permission to erect water-closets in new Offices on Marine Lot 278. 6. Seventeen applications for the registration of public houses. 7. Mortality Returns for the weeks ended the 10th and 17th April, 1897, respectively. 8. Ninety applications for licences and renewal of licences to keep swine.

The King of Siam sailed for England on the 18th inst. The *Maha Chakri* arrived at Singapore on the 11th inst. The King is accompanied by his four young sons and fourteen Siamese students, who are to be educated in England. Sir Charles Mitchell and other officials went on board the Royal yacht, and His Majesty was received on shore by a guard of honour from the Rifle Brigade. In the evening, a state dinner was given in his honour at Government House. The *Maha Chakri* sailed on the 13th inst. She will be conveyed as far as Suva, by the P. and O. steamer *Ceylon*. The yacht will wait six hours at Penang to allow the *Ceylon* to embark passengers, and the *Ceylon* will stay three days at Colombo in order to allow of the King visiting certain Buddhist shrines in the island. From Port Said the yacht will proceed to Venice, and from there the King will travel overland.

The P. and O. cargo steamer *Sooty*, which arrived to-day, is a vessel of 6,000 tons, and specially built to carry large cargoes at an economical speed. The *Sooty* is fitted with twin screws. She was built by Messrs. Palmer, of Jarrow, and is of the following dimensions:—Length, 450 feet; beam, 52 feet; and moulded depth, 33 feet. She is of the three deck type, and was built under special survey to class A 1 at Lloyd's, to comply with Admiralty requirements in the event of her services being required as a transport. All recent appliances for the rapid working of cargo are supplied, and she is also fitted with electric lights. Water ballast is carried in a cellular double bottom fore and aft. She has two sets of triple expansion engines, and on her trial trip a speed of 13½ knots was attained. The *Sooty* left London on the 15th March, for the Far East, via Bombay. She is heavily laden with cargo.

Three Chinese were suffocated this morning at an outbreak of fire which took place at 99 Jervois Street. About half-past five o'clock the alarm was raised and the Fire Brigade, under Deputy Superintendent Curran, were quickly at the scene of the outbreak. The fire had broken out on the ground floor, occupied by a bird-pest dealer; the first floor was occupied by an antiques and china merchant and his wife, and the second floor was occupied by an occupant of the shop on the ground floor. Within three-quarters of an hour the fire was extinguished after doing considerable damage to the ground and first floors. On searching the premises three men were found in a little store at the back of the first floor, suffocated by the smoke. The men had been sleeping very soundly, as there were ample opportunities of escape. There was a large smoke-stall down which a pipe was hanging by which an ascent could be made to the next story. The ground and top floors are insured for \$7000, and the first floor is insured for \$5000, with the *Transoceanic Insurance Co.* The police are making inquiries into the cause.

The Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—  
Rev. R. F. Cobbold, M.A. .... \$25

Mr. J. Acheson, Acting Deputy Commissioner (Outdoor), at Canton goes to Wuchow-fu to take charge of the newly established Customs Station, and Mr. W. Hancock, First Assistant, takes charge of the new station at Samshui.

At the Regular Convocation of Victoria Chapter, No. 625, E.C., held on 20th April, M.E. Comp. E. C. Day (in the absence of M.E. Comp. C. S. Chatter, D. G. Supt.) attended by the D. G. Officers, installed the following Principals for the ensuing year:—  
M.E. Comp. G. A. Caldwell.  
H. E. Comp. D. Macdonald.  
J. E. Comp. H. Mitchell.

The M.E. appointed and invested his officers as follows:—  
Se. E. Comp. G. Piercy, Jan.  
So. N. " W. J. Sayer.  
P. S. " G. J. B. Syer.  
1st A. S. " J. L. L. Denny.  
2nd A. S. " G. C. Hayward.  
Treas. " H. M. H. Nemanow.  
St. " F. M. Richardson.  
Janitor " J. Maxwell.

**REUTER'S TELEGRAMS.**  
[Supplied to the "China Mail"]  
LONDON, 19th April, 1897.  
**GREECE AND TURKEY.**  
M. Delanyan stated in the Chamber that Turkey had declared war against Greece, and that Greece accepted the challenge.  
The German Minister at Athens will protect the Turkish residents.

**PROGRESS OF THE FIGHTING.**  
The Greek fleet has laid Preveza in ruins, and silenced the batteries.  
The Turks are masters of the Mulana Pass, and have carried the Greek block-houses at the point of the lagoon, after severe fighting, lasting for thirty hours and extending over many miles of frontier. Twenty thousand troops were engaged.

**WEATHER NOTICE.**  
The following notice is issued from the Observatory:—  
On the 21st at 11.0 a.m. A low pressure area, moving N.E., was now situated to the W. part of the Sea of Japan. Forecast:—light variable winds; fine.  
A shock of earthquake felt at 3.4 this morning, is reported from the E. E. Telegraph Co. station at Bolinas.

Since the contemplated rising of had characters in Soochow was nipped in the bud, other districts in the famine-stricken area show signs of disturbance also. General Sir Commander of the forces at Ichang, has been despatched to the scene with orders to keep down the rebellion and to distribute relief to the poor. The authorities are sending up rice by junk-tows to steam launches and small gunboats. Mr. O'Brien got within fifteen miles of the scene, and is expected to arrive in a few days. A shock of earthquake felt at 3.4 this morning, is reported from the E. E. Telegraph Co. station at Bolinas.

The *Perak Pioneer* of the 5th inst. gives particulars of a tiger hunt at Ipoh. A tiger had killed a buffalo, and Mr. C. S. Ogilvie, who had already shot many of these beasts of prey, started in quest of it. After a long pursuit, Mr. Ogilvie got within fifteen paces of the tiger, and wounded it mortally with two bullets, right and left, from his 577 express. The tiger died into the jungle, and died there. It proved to be of enormous size, and weighed five hundred pounds. The measurement reached ten feet six inches in length.

The *Batavia correspondent* of the *Singapore Free Press* writes:—A few weeks ago two Englishmen, Messrs. E. Searight and Carey, obtained permission to travel through Java. On this journey through the Province of Pegar (Sourabaya) Searight took a steamer at anchor in the harbor, and the body will be embalmed and taken to England. (Sir Robert Searight (10th Baronet) recently passed through Singapore, and it is believed that he is the gentleman who is reported to have died. Major Edgar Searight, at once the above, is in Australia as A.D.C. to the Earl of Hopetoun, Governor of Victoria.)

Messrs. Hattenbach Bros. and Co., the General Agents of the Jelutong Mining and Trading Co., advertise its follows in the *Singapore newspapers*:—Whereas a new containing the shares of the Jelutong Mining and Trading Company, Limited, has been opened and the contents removed while in transit between our store, in Singapore, and the office of the Jelutong Mining and Trading Company, at Kuala Lumpur, in the State of Selangor, and the same have been given a Reward of One Thousand Dollars will be paid for such information as will lead to the recovery of the treasure, or a reward of a lesser sum will be paid for such information as may lead to the recovery of a part of the treasure, or to the conviction of the thief or thieves.

The Netherlands Indian Government intends to do away with the free port of Macassar, which was started as a rival to Singapore. The Government stands in need of the money expected to be raised by customs duties there. The Chamber of Commerce at Macassar has protested against the intended step, and has urged the Government to give up the idea. The Chamber condemns the proposal, and declares that the abolition of the free port standing of Macassar will not yield the financial advantages anticipated. It points out that the revenue from Macassar is small, and that any effective measures against contraband trade would result in enormous expense. The districts in Celebes, which now draw their imports from Macassar, would be forced to procure their goods more cheaply from Singapore, and thus evade the duties. Macassar, like Singapore, is mainly a transit port, and has hardly any local trade of its own. It is foretold that the import duties will drive away most of the trade, and leave only a handful of traders. The revenue results will be heavy, and the Government will be obliged to transfer the cost of the Macassar trade to Singapore.

# **SUPREME COURT.** IN APPELLATE JURISDICTION. (Before the Full Court.) Wednesday, April 21.

AN OFFENCE UNDER THE OPIUM ORDINANCE.

This was a notice of appeal against the decision of the Acting Police Magistrate in sentencing Cheung Yee, on 1st April, to pay a fine of \$500, or in default to suffer three months' imprisonment with hard labour, for having in his possession eleven bolls of opium to the value of about \$1300, an offence committed contrary to the provisions of Ordinance 22 of 1891.  
Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson, appeared for the appellant; Hon. W. M. Goodenough, Attorney General, instructed by Mr. H. L. Denny, Crown Solicitor, represented the Crown.  
Mr. Slade said he had been in communication with his learned friend the Attorney General. His client admitted the offence charged for a number of years. His learned friend was of opinion that a fine of \$500, and the forfeiture of the opium would meet the justice of the case, and on behalf of the appellant he consented to that course.

The Attorney General said the appeal was on three grounds:—the erroneous decision of the Magistrate, that the penalty was excessive, and that the appellant could now adduce evidence before the Court. He understood their Lordships would only grant a rehearing on one ground—the amount of the penalty, and he was of opinion that the conclusion that a reduction of the fine to \$50, and the forfeiture of the opium would meet the ends of justice.  
The Chief Justice said he understood the result of the arrangement was that the Court refused to entertain the appeal, and he was of opinion that the decision of the Magistrate was erroneous on point of fact, and also that evidence could now be adduced on behalf of the defendant which could not be obtained before the hearing at the Magistrate; and also the decision of the Magistrate on the second ground of the application—that is to say, that the penalty inflicted was excessive—by reducing the penalty from \$500 to \$50. This was done by consent of Court. The Court would make no order for costs.

The Attorney General—The forfeiture of the opium to stand.  
The Chief Justice—Yes. The Court then granted the order for the reduction of the fine and the forfeiture of the opium.

**SUNDER SINGH V. CHEUK SAN-HOF AND ANOTHER.**  
This was an appeal against the decision of Mr. Justice Smith sitting in Summary Jurisdiction.  
Mr. Francis, who appeared for the appellant, and the application for appeal, under Section 41 to Section 47 of the Summary Jurisdiction Ordinance 14 of 1873, for leave to appeal against the decision of the judge sitting in Summary Jurisdiction, on a question of fact. He was bound to make the application in the first place, and he suggested that he might be granted leave to proceed *ex parte*, or obtain leave to serve a notice of motion at once on the other side, so that the application for leave to appeal might be fully argued on each side. It would be more convenient to serve this notice of motion at once on the other party before the Court to have the arguments on the *pro* and *con* at once.  
The motion was fixed to be taken on Tuesday at noon.

Mr. Francis asked leave to appeal on the decision of contempt of Court, as under Section 41 to Section 47 of the Summary Jurisdiction Ordinance, an application must be made within seven days.  
The Chief Justice asked that this application stand over till Tuesday; it would be quite within the time.

**HONGKONG SHARE MARKET.**  
In their weekly share report, dated Hongkong, 21st April, Messrs. Bonjamine, Kelly and Potts write:—  
The market has ruled fairly active, and rates generally show an improvement on the previous week's quotations.

**Banks.**—Hongkong and Shanghai Banks strengthened, and were placed at 174 and 175 per cent. premium, but since the 18th inst. the Hongkong Bank has been stronger, and has again risen to 174 per cent. premium in spite of the rate having advanced to 240 in the London market. Sales were effected at 178 per cent. premium for May settlement. Nationals are offering at quotation.  
**Marine Insurance.**—With the exception of a sale of *China Traders* at \$75, and a decline of 3 points in the rate of North China, there is no change to report in stocks under this heading.  
**Fire Insurance.**—China Fires have improved their position, and have been placed at \$101 and \$102, closing with sellers at the latter rate. Hongkong Fires have weakened, and are offering at \$80½.

**Shipping.**—Hongkong, Canton and Macao Steamers have been dealt in to a fair extent at \$35 and \$36½, and at equivalent rates on time, closing with further buyers. Indo-China are wanted at \$48, but no shares are obtainable at the rate. Douglas Steamships have been in strong demand and fairly large business has been transacted at \$80, \$81 and \$82. China and Manilla have changed hands at \$30; and close steady.

**Refineries.**—Luzons are wanted at \$41, but no shares are obtainable except at an advance. China Sugars remain quiet at \$134, although it is rumored that the first three months' earnings are very satisfactory.  
**Patrons.**—Patrons have been taken off the market at \$4.75 and \$4.85, and more shares are required for at the latter rate. New Bahamoras have changed hands to a very large extent at various rates, closing at \$14 and \$15.40 for the Ordinary and Preference respectively. Raals have been sold during the week at \$144, \$145, \$146, \$147, and \$148 and close firm at the latter rate. Olivers have been done to a very considerable extent at \$93 on new issue, and since the receipt of the following telegram:—*London, 20th April.*—Second mill test—160 tons, 158 ounces good, conditions and prospects of the working are most encouraging, at \$101½ ex new issue.

**Decks, Wharves and Godowns.**—Hongkong and Wharves Dockers remain unchanged, with small sales at 247 per cent. premium. London Wharves shares have been done at \$55, and close steady.  
**London, Hotels and Buildings.**—Hongkong Land Investment shares have hardened, and have been taken off the market at \$101 and \$102. Hongkong Hotels are wanted at \$35, and close steady. Hongkong Wharves Estate have changed hands at \$3.75.  
**Mechanics.**—Green Island Cements have been in strong demand, and sales have been effected at \$25, \$26, and \$27, and at equivalent rates. Chinese Cements have been sold at \$19, and close steady. Electric have found buyers at \$3.75. Ropes have improved and are wanted at \$124. Ropes have been sold at \$120 and \$121.

# **GOLF.** CAPTAIN'S CUP FOR APRIL.

This monthly competition amongst the members of the Hongkong Golf Club for the Captain's Cup brought out a few numbers of players than usual, owing no doubt to the numerous engagements during the Easter holidays. The scores returned were not quite as good as usual, although the winner of both the Cup and Foot put in two fair cards, which will qualify him for a reduction of his handicap points.

The following are the returns handed in:—  
**CAPTAIN'S CUP.**  
Mr. H. W. Robertson ... 96 13 83  
Mr. C. A. Tomes ... 97 11 88  
Mr. C. W. May ... 94 6 88  
Mr. J. D. Smart ... 102 14 88  
Mr. V. A. C. Hawkins ... 97 8 89  
Mr. W. J. Saunders ... 108 18 99  
Mr. C. Palmer ... 112 21 91  
Mr. E. F. Mackay ... 112 20 92

**FOOT.**  
Mr. H. W. Robertson ... 98 13 83  
Capt. G. F. Phillips ... 89 3 86  
Mr. C. A. Tomes ... 97 11 88  
Mr. J. D. Smart ... 94 6 88  
Mr. V. A. C. Hawkins ... 102 14 88  
Mr. J. A. C. Hawkins ... 97 8 89  
Mr. G. Stewart ... 93 3 90

**THE TROUSERS OFF.**  
Considerable interest was shown in this competition during the last month, and some very good matches resulted. Nineteen pairs entered their names and all faced the links. The weather for the final was unfortunately wet, but the match was a close one, the trousers being the winning side. The people inside seemed in strange unison, so we asked "Are you well here?" "No," came back the answer with strange decision; "We are all ill, for in this house are eight people, with nothing to eat, and a wild-looking woman appeared, scarcely noticeably did for decency, her cheeks flaming, her eyes dilated. Two little boys were out on the mountain side getting grass to eat, the father and husband was evidently already too feeble to walk, but after much persuasion he got himself to go to the window and set off for our best to get rice for the starving family. Whether they tried by the way, or were too frightened anyhow, they never arrived there. At Wushan, the decayed looking city, that, with its beautiful background, often snowed with hills, dominates the Wushan Gorge, the boy and husband went to see if anything could be bought. They returned in high excitement. The town was full, but full of people begging rice; and no rice to be bought for any price, and nothing to be bought to eat at all, except by stealth, and all the people taking opium, because they had nothing else to take! It was a ghastly picture; and long and long did the husband and the boy talk about it, and the Chinese families as enjoying the horror of it. Yet they seemed sad, too, and all the more, because we too wanted rice. Head winds prevented us from advancing, and the rowers, though they could not row, yet must eat. Then, at last, we reached Wushan, the city of the great hero, and the city of the great hero, the husband would not hear of anyone going ashore but himself. But there a mandarin had just arrived bringing rice to distribute, and we eagerly seized one of the red life-boats, that had come up with him, and went down river in it, leaving only the boy for the hungry ones.

It does not seem that money is needed to relieve them. There is money. The only difficulty is to get it to those who need it. The Chinese Merchants have put on one or more additional boats between Hankow and Ichang. Messrs. Butterfield and Swire have ordered the *Shan* to call here only for three voyages, and Jardine's is either doing likewise, or has chartered steamers to the China Merchants, but all these steamers stop at Ichang, and discharge their rice there. This rice is then taken out of the large bags, in which it is brought up, repacked in small bags, and only then reshipped in junks that move but slowly, to be conveyed to the starving people, whilst all the time the Kueikie and Kueikie of the China Merchants Company, as also the Changyue, probably could step up quickly through the tranquil water of the Gorges, and be as easily pulled up the Rapids by men as junks now are, thus avoiding all the delay of transhipping and repacking; also steaming quickly instead of sailing slowly. This is a very good idea, and it is imagined, when it is remembered that none, who believes a steamer can get to Chungking, ever estimates that it could take more than a fortnight, very generally people think a week, whilst a good junk voyage at this season of the year takes five weeks.

It is still a grave question whether in the large crowded city of Chungking there is enough rice to last till the next harvest. As it is quite certain that sooner or later the attempt to steam to Chungking will be made, one cannot but wish, in the interests of the poor, suffering, patient, starving people, that some steamer would now make the attempt to go beyond Ichang, supplementing its steam-power with man power, towing at hivers, if needful, at the Rapids. There are pilots now to every rapid; there are pilots for the difficult sections of the river, each having his own boat. The attempt might be made were it not for the fact that insurance by going beyond Ichang. The Chinese Merchants are virtually a government company; can they not risk a steamer to save so many hundreds of lives? The mandarins care that the people perish.

One hundred thousand bags of rice in the quantity estimated as necessary in order to get up river from Hankow to satisfy the hungry. This will take many steamer voyages. The roads at Wuchang, opposite Hankow, for the broken up, and the narrow carrying rice. The China Merchants' Godowns are already full to overflowing at Hankow, and yet steamers are being ordered to shut out other cargo in order to bring rice from Wuchang. There is one thing more needed, and without it all the other efforts will be useless. There must be quicker carriage of rice beyond Ichang. The right kind of steamer to steam up the Rapids are not to be had at the moment's need. But there are several river captains quite ready to take their boats, and content they could get them up and down safely, if only these Companies would let them go. It is not better to risk a steamer than that all the people perish?—ALFRED LITZKE in the *Mercury*.

In his match with Paull, spot-barred, John Roberts made a break of 114 in twenty minutes, which means that he averaged more than one stroke every three seconds. Players of ordinary strength who take twenty minutes to get through a game of 100, will appreciate this wonderful performance.

**ACCOUNTS OF THE LOCOMOTIVE THEATRICAL**  
(which was last recently of Uchani) had on board 800 cases of repeating rifles for the Dutch troops in Batavia, and a large quantity of material for the high steam railway. The 800 cases are said to have contained 6,000 rifles and about 21 millions of cartridges. The loss of the locomotive is estimated at £4,000,000.

**FAMINE IN CHINA.**  
Whilst Shanghai, and indeed, China generally, has been contributing with great liberality to the Indian famine, few people seem aware of the famine in China. Yet from Chungking in the West to Ichang in the East, all through the beautiful Yangtze Gorges, the district famed in song and legend, people are dying of hunger. Even round Shensi, further East, again, are dying of hunger, and sickening, too, as people sicken with famine. In the West the harvest last year was two-thirds of the usual crop, and the people were of continuous rain, and their gathered grain sprouted. The year before many of the men were away at the war, and so less rice than usual was sown, and thus there was more over from the year before. At Chungking two months ago, a hundred people per day were said to be dying of starvation, and skeletons walking about begging in the streets, or lying dead on the river bank, made this scene terrible. Again, from all the hill-country round, the country people were crowding into the lovely vale of Wanshan, hoping there to get something to eat, knowing there was certainly nothing in their own mountain homes.

But the misery is more hopeless towards Kweichow, and the Gorges. At Kweichow, indeed, the people were in rebellion, but soldiers were fetched from Chungking, and on March 23rd sixty of the rioters were prisoners and condemned to have their heads cut off. Just about three miles from Kweichow, on the other side of the river, going for the war, we came upon a particular scene, and looking at it, we were struck by the inside seemed in strange unison, so we asked "Are you well here?" "No," came back the answer with strange decision; "We are all ill, for in this house are eight people, with nothing to eat, and a wild-looking woman appeared, scarcely noticeably did for decency, her cheeks flaming, her eyes dilated. Two little boys were out on the mountain side getting grass to eat, the father and husband was evidently already too feeble to walk, but after much persuasion he got himself to go to the window and set off for our best to get rice for the starving family. Whether they tried by the way, or were too frightened anyhow, they never arrived there. At Wushan, the decayed looking city, that, with its beautiful background, often snowed with hills, dominates the Wushan Gorge, the boy and husband went to see if anything could be bought. They returned in high excitement. The town was full, but full of people begging rice; and no rice to be bought for any price, and nothing to be bought to eat at all, except by stealth, and all the people taking opium, because they had nothing else to take! It was a ghastly picture; and long and long did the husband and the boy talk about it, and the Chinese families as enjoying the horror of it. Yet they seemed sad, too, and all the more, because we too wanted rice. Head winds prevented us from advancing, and the rowers, though they could not row, yet must eat. Then, at last, we reached Wushan, the city of the great hero, and the city of the great hero, the husband would not hear of anyone going ashore but himself. But there a mandarin had just arrived bringing rice to distribute, and we eagerly seized one of the red life-boats, that had come up with him, and went down river in it, leaving only the boy for the hungry ones.

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**DEATH OF A PLAGUE SPECIALIST AT BOMBAY.**  
Bombay, April 1.—The German specialist appointed to study the plague in Bombay was attacked with the disease some days ago. When engaged in pathological examination of the case of a patient who had died of plague he cut his finger. Symptoms of plague showed themselves, and on Tuesday night he was admitted to hospital and died to-day. It is stated he refused Dr. Yassin's treatment when it was offered to him.

**TERRIBLE DISASTER TO A PASSENGER STEAMER.**  
Calcutta, April 5.—News has reached here to the effect that the *Rivers Steam Navigation Company's* steamer *Livest*, with about 300 passengers on board, foundered in a storm near Narasingam. The native crew saved themselves, but it is believed nearly all the passengers were drowned. Among the passengers was a rich zamindar travelling with his daughter. He offered Rs. 20,000 to the native crew to take him ashore in their boats, but the offer was refused. It is stated the steamer was lost owing to the incompetence and cowardice of the native crew and seamen. No Europeans were on board. During the same storm a river boat belonging to the same company had its roof blown off.

# **LATE TELEGRAMS.**

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**SOURCE OF THE RIVER.**  
London, April 5.—Sir John Willoughby, who was imprisoned in connection with the Jameson raid, has been released.

April 6.—Mr. Chamberlain, in reply to a question in the House of Commons, said that President Kruger, replying to Lord Bunsford, had expressed his warmest regret at the insult offered to the Queen by Lieutenant Erol and that the matter was now under examination.

April 8.—President Kruger has ordered a special court for the trial of Lieutenant Erol.

There is widespread rebellion among the natives of Gualand (Portuguese territory bordering on the Transvaal). The Portuguese authorities regard the rising as serious, and are hurriedly mobilising their forces.

**A PORTUGUESE REVENUE.**  
London, April 4.—An official despatch published at Lisbon states that a Portuguese force has been defeated by the natives of Guinea, with a loss of three officers and several men killed.

**THE DEATH OF A PLAGUE SPECIALIST AT BOMBAY.**  
Bombay, April 1.—The German specialist appointed to study the plague in Bombay was attacked with the disease some days ago. When engaged in pathological examination of the case of a patient who had died of plague he cut his finger. Symptoms of plague showed themselves, and on Tuesday night he was admitted to hospital and died to-day. It is stated he refused Dr. Yassin's treatment when it was offered to him.

**TERRIBLE DISASTER TO A PASSENGER STEAMER.**  
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# **LATE TELEGRAMS.**

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## Notices to Consignees.

NOTICE TO CONSIGNEES.  
THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER *COMMANDEUR*.

FROM LONDON, BOMBAY AND  
STRAITS.

CONSIGNEES of Cargo by the above  
named Vessel are hereby informed  
that their Goods are being landed  
and placed at their risk in the HONGKONG  
and KOWLOON WHARF AND GODOWN COMPANY'S  
GODOWNS at Kowloon, where each consignment  
will be sorted out Mark by Mark and delivery  
can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo:—  
From London, ex *s.s. Himalaya*. From  
Italy, ex *s.s. Sully*. From Australia,  
ex *s.s. Massilia*. From Persian Gulf, ex  
*s.s. Pachumbi*, *Nuchera* and *Assyria*.  
Optional Goods will be landed here un-  
less instructions are given to the contrary  
before 4 p.m. on 16th instant.  
Goods not cleared by the 22nd instant,  
at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.

All Damaged Packages must be left in  
the Godowns and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, April 10, 1897. 781

## Intimations.

Kinghorn & Macdonald,  
Consulting Mechanical Engineers  
and Surveyors.

CONTRACTORS FOR THE SUPPLY OF ALL  
KINDS OF MACHINERY AND  
APPARATUS.

SPECIFICATIONS, DESIGNS AND  
DRAWINGS prepared for all Classes  
of STEAMSHIPS, MACHINERY  
AND BOILERS.  
Now Work and Repairs supervised.  
Surveys undertaken and Reports prepared.

Telegrams, "Kinghorn," Hongkong.  
Telephone, No. 141.  
Postal Address, 17 Praya Central.

JOHN W. KINGHORN,  
M.I.M.E., M.I.Mech.E., London.  
DONALD MACDONALD,  
Hongkong, November 5, 1896. 2233

S I E N T I N G,  
Surgeon Dentist,  
No. 10, D'ARVILLE STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, April 8, 1895. 628

AMERICAN SYSTEM  
OF  
DENTISTRY.

AT  
62, QUEEN'S ROAD CENTRAL.

CHADWICK KEW.

(LATE OF POATE & NOBLE.)  
Hongkong, December 19, 1896. 2566

JAPANESE  
FINE ART CURIOS.

21 & 23, Queen's Road, Hongkong;  
35, Water Street, Yokohama; and  
36, Division Street, Kobe.

RAMBLE THROUGH SOUTHERN  
FORMOSA:

By Mr. G. TAYLOR.

With Woodcuts.

[Reprinted from the *China Review*.]

One of the Best Sketches of Formosa Life  
yet written.

May be had—Price, 81—at Messrs. LANE,  
CRAWFORD & Co., and Messrs. KELLY &  
WALSH, Limited, Hongkong; also, Mr. N.  
MOALL, Amoy.

UP THE YANGTSE,

BY  
E. H. PARKER,

WITH  
SKETCH MAPS.

PRICE, . . . . . \$1.00.

CONTENTS:  
The Yangtze Gorges and Rapids in Hu-pu.  
The Rapids of the Upper Yangtze.  
The "Vadimonium" of the Traveller  
through the Gorges of the Great River.  
Special Observations.  
A Journey in North Szechuan.  
Nan-chuan and the Kung-tan River.  
Up the Kiang River.  
The Great Salt Wells.  
North Kwei Chou.  
The Wilds of Hu-pu.  
Szechuan Plants.

Orders for Copies will be received by  
Messrs. LANE, CRAWFORD & Co., and  
Messrs. KELLY & WALSH, Limited.

GRIMAULT'S SYRUP  
OF  
HYPO-PROSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-  
sumption, Obsolete Coughs or  
Colds and those affected with diseases  
of the Chest, Lungs and Bronchial  
Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PROSPHITE OF LIME

Prescribed by the leading medical authori-  
ties in all countries for the last twenty-  
five years with the greatest success, it  
continues to retain its reputation where  
all other medicines have failed.

Grimault's Syrup immediately arrests  
the Cough, Spitting of blood and Night-  
sweats, and the Appetite improves rap-  
idly—a fact soon demonstrated by an in-  
crease of weight and healthy appearance.

Grimault's Syrup has a rose colour,  
and is sold in flat oval bottles. Beware  
of imitations.

GRIMAULT & Co. Paris, sold by all Chemists

For Sale by A. S. Watson & Co., Chemist.

## Shipping.

## Steamers.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

The Co.'s Steamship  
*Namon*,  
Capt. Hain, will be  
despatched for the above  
Ports TO-MORROW, the 22nd instant, at  
Daylight.

For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.,  
General Managers.

Hongkong, April 21, 1897. 793

EASTERN & AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEEN-  
SLAND PORTS and taking  
through Cargo to ADELAIDE, NEW  
ZEALAND, &c.)

The Steamship  
*Australasia*,  
Capt. Hain, will be  
despatched for the above  
Ports TO-MORROW, the 22nd instant, at  
Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating  
Chamber, which ensures the supply of  
Fresh Provisions, Ice, &c., throughout  
the voyage. This Steamer is installed  
throughout with the Electric Light.

A Stewardess and a duly-qualified Sur-  
geon are carried.

N.B.—Return Tickets issued by this Com-  
pany to and from AUSTRALIA, are avail-  
able for return by the Steamers of the  
China Navigation Company, and vice  
versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, April 21, 1897. 761

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR THURSDAY ISLAND, TOWNS-  
VILLE, BRISBANE, SYDNEY  
AND MELBOURNE.

The Co.'s Steamship  
*Yamashiro Maru*,  
Capt. J. Jones, will  
be despatched for the  
above Ports on FRIDAY, the 23rd instant,  
at 4 p.m.

This Steamer is fitted with Superior Pas-  
senger Accommodation and is lighted by  
Electricity throughout.

A duly qualified Doctor and a European  
Stewardess are carried.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.

Hongkong, April 3, 1897. 693

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

The Co.'s Steamship  
*Yarra*  
will be despatched for the  
above Ports on or about  
SATURDAY, the 24th instant.

For Freight or passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, April 17, 1897. 796

CANADIAN PACIFIC RAILWAY  
COMPANY.

FOR PACIFIC COAST, CANADA, AND  
THE UNITED STATES.

The British Steamship  
*Hutch*  
will be despatched on or  
about SATURDAY, the  
24th April, (instead of THURSDAY, the  
23rd April, as previously advertised) for  
VICTORIA, and VANCOUVER, B.C.,  
VIA KOBE AND YOKOHAMA.

Through Bills of Lading issued to JAPAN,  
PACIFIC COAST, CANADIAN AND  
UNITED STATES PORTS.

For Particulars as to Rates, Etc., apply to  
D. E. BROWN,  
General Agent.

Hongkong, April 15, 1897. 726

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR LONDON AND ANTWERP, VIA  
SINGAPORE, COLOMBO, PORT  
SAID AND MARSEILLES.

The Co.'s Steamship  
*Hiyos Maru*,  
Capt. Terauchi, will  
be despatched on or about  
THURSDAY, the 29th instant, at 4 p.m.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.

Hongkong, April 10, 1897. 749

PACIFIC MAIL STEAMSHIP CO.

NOTICE.

The P. M. S. S. Co.'s  
Chartered Steamship  
*Albatross*  
will be despatched for  
SAN FRANCISCO, VIA KOBE  
AND YOKOHAMA, on or about the 28th inst.

For Freight, apply to  
J. S. VAN BUREN,  
Agent.

Hongkong, April 13, 1897. 767

FOR SAN FRANCISCO.

The 100 A.T. British ship  
*Falls of Dee*  
will be despatched for the above Port  
and will have quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.

Hongkong, February 4, 1897. 843

## Shipping.

## Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI.

The Co.'s Steamship  
*Whangpoo*,  
Capt. Vaughan, will  
be despatched for the above  
Ports on THURSDAY, the 22nd instant, at 2  
p.m.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, April 20, 1897. 796

FOR SINGAPORE, PENANG AND  
CALCUTTA.

The Steamship  
*Catherine Apsar*,  
Capt. J. G. Oliver,  
will be despatched for the  
above Ports on FRIDAY, the 23rd instant,  
at 3 p.m.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, April 17, 1897. 783

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship  
*Yokohama*,  
Capt. W. WADSWORTH,  
will be despatched for the  
above Ports on FRIDAY, the 23rd instant, at 4  
p.m.

This Steamer has superior Accommoda-  
tion for First-class Passengers.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, April 20, 1897. 792

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

The Co.'s Steamship  
*Penang*,  
Capt. Blanche, will be  
despatched for the above  
Ports on SATURDAY, the 24th instant, at 4 p.m.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, April 19, 1897. 791

FOR SINGAPORE, HAYRE, HAM-  
BURG AND LONDON.

(Calling at NAPLES for landing Passengers  
if sufficient inducement offers).

Taking Cargo at through rates to  
ANTWERP, AMSTERDAM, ROTTER-  
DAM, LISBON, OPORTO, LIVER-  
POOL AND BREMEN.

The Steamship  
*Hartika*,  
Capt. Th. HILDEBRANDT,  
will be despatched for the  
above Ports on SATURDAY, the 1st May.

This Steamer has superior Accommoda-  
tion for First and Second Class Passengers  
and carries a Doctor and a Stewardess.

For Freight or passage, apply to  
SIEMSEN & Co.,  
Agents.

Hongkong, April 10, 1897. 798

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship  
*Menelaus*,  
Capt. J. J. TOWELL, will  
be despatched for the above  
Ports on SATURDAY, the 24th instant.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, April 20, 1897. 800

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILWAY  
COMPANIES

VIA INLAND SEA OF JAPAN.

(The attention of Passengers is directed  
to the very cheap rates offered by this  
Line to the Pacific Coast and to the In-  
terior and EASTERN CITIES of the UNITED  
STATES and CANADA and to EUROPE.)

HONGKONG TO LONDON, \$400.

Excellent accommodation. First class  
Table. Dainties and Stewardess carried.

HONGKONG TO NEW YORK, \$350.

The Railroad travelling is second to none  
in the American Continent. Magnificent  
Scenery of the Rocky and Cascade Moun-  
tains. The Yellowstone National Park  
route. Passengers to Europe may proceed  
by one of the first class ATLANTIC MAIL  
LINES.

HONGKONG TO TACOMA, \$225.

Rates of Passage to other Points on ap-  
plication.

Special rates allowed to members of Gov-  
ernment Services.

PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)

Mount Lebanon... 2,410... Sunday... April 25.

Falsh... 2,709... Tuesday... May 1.

Tacoma... 2,649... Tuesday... May 25.

Victoria... 3,167... Tuesday... June 15.

Olympia... 2,693... Tuesday... July 6.

Falsh... 2,709... Tuesday... July 27.

THE Steamship *MOUNT LEBANON*,  
sailing the 25th instant, will proceed  
to VICTORIA, (B.C.) and TACOMA  
(Wash.), via JAPAN Ports (KOBE, and  
YOKOHAMA).

Through Bills of Lading issued to Pacific  
Coast Ports, and to Canadian and United  
States Ports.

Consular Invoices of Goods for United  
States Ports should be in quadruplicate,  
and one copy must be sent forward by the  
steamer to the care of The Freight Agent,  
Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with  
address marked in full) by 5 p.m., on the  
day previous to sailing.

For further information as to Passage or  
Freight, apply to

DODWELL, CARROLL & Co.,  
General Agents.

Hongkong, April 15, 1897. 777

## Mails.

## Steamers.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CONTIN-  
ENTAL AND AMERICAN PORTS.

THE S.S. *THAMES*, Captain W. J.  
NAMES, carrying Her Majesty's  
Mails, will be despatched from this for  
BOMBAY, &c., TO-MORROW, the 22nd  
April, at Noon, taking Passengers and  
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into a  
steamer proceeding direct to Marseilles and  
London; other cargo for London, &c., will  
be conveyed via Bombay.

Parcels will be received at this Office  
until 4 p.m. on the day before sailing. The  
contents and value of all packages are  
required.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

C. & O. S. N. Co.'s Office.  
Hongkong, April 21, 1897. 727

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG.

Ports in the LEVANT, BLACK  
SEA & BALTIC PORTS.

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.

V.E.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)

Beyers... Tuesday... April 27.

Prins Heinrich... Tuesday... May 25.

Freussen... Tuesday... June 22.

Sachsen... Tuesday... July 30.

Beyers... Tuesday... August 27.

Prins Heinrich... Tuesday... Sept. 14.

Freussen... Tuesday... October 12.

Sachsen... Tuesday... November 9.

Beyers... Tuesday... December 7.

Prins Heinrich... Tuesday... January 4.

ON TUESDAY, the 27th day of April,  
1897, at 9 a.m., the Company's  
S.S. *LAYERN*, Captain R. HEINZ, with  
MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this port as above,  
calling at NAGASAKI, KOBE, and  
YOKOHAMA.

Shipping Orders will be granted till  
Noon, on SATURDAY, the 24th April,  
Cargo and Specie will be received on  
board until 5 p.m., on MONDAY, the 26th  
April, and Parcels will be received (at  
the Agency's Office) until Noon, on MONDAY,  
the 26th April. Contents of Packages  
are required. No Parcel Receipts will be  
signed for less than \$2.50, and Parcels  
should not exceed Two Feet Cubic in  
measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.

Dinner can be washed on board.

For further Particulars, apply to  
MEYER & Co.,  
Agents.

Hongkong, April 5, 1897. 663

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN,  
EGYPT, MARSEILLES,  
MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE AND BORDEAUX.

ALSO  
PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 23rd instant,  
at Noon, the Company's Steamship  
*SAZAZIE*, Captain PAUL, with MAILS,  
PASSENGERS, SPECIE, and CARGO,  
will leave this Port for MARSEILLES via  
BOMBAY.

This Steamer connects at COLOMBO  
with the *s.s. Ville de la Colat*, which vessel  
takes on her Passengers and Mails, leaving  
that Port on the 2d May, direct to SUEZ,  
PORT SAID and MARSEILLES.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.







## Intimations.

## PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and well-appointed HOTEL, situated at a height of 1,200 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent views of the Harbour and mainland of China.

For further Particulars, apply to

THE MANAGER,

New Victoria Hotel,

Hongkong, November 24, 1896.

## WINDSOR HOTEL,

## HONGKONG.

THIS Establishment, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,

Proprietor and Manager.

Hongkong, November 24, 1896.

## NEW VICTORIA HOTEL.

## ROTISSERIE,

Meats a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11.30 p.m.

Monthly Boarders at Moderate Rates.

Madar &amp; Farmer,

Proprietors.

Hongkong, September 3, 1896.

## THOMAS'S GRILL ROOM.

THIS Establishment has undergone extensive alterations. The DINING ROOM being now upstairs, and a Large BILLIARD ROOM (having Two New Billiard Tables) being added to the Hotel.

A French Chef having been engaged the Cuisine will be second to none.

Rooms for Private Dinners.

Entrances:—Ice House Lane, Queen's Road, and Duddell Street.

FREDERICK BISHOP,

Proprietor.

1899

THOMAS'S GRILL ROOM.

## WASHINGTON BOOKS.

(In English and Chinese.)

WASHINGTON'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

China Mail Office.

## SHARE LIST—QUOTATIONS—APRIL 21, 1897.

Stocks.	No. of Shares.	Value.	Paid-up.	Cleaning Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	\$125	all	174 % prem. = \$342.50, (sellers)
Bank of China & Japan, Limited	39,980	5 1/2	6 nom.	
" preference shares	100,000	8 1/2	2.10 nom.	
" ordinary	1,260	1 1/2	1 1/2, buyers	
" deferred	1,260	1 1/2	8 200, sellers	
National Bank of China, Limited...	10,000	100		
MARINE INSURANCE.				
Canton Insurance Office Co., Ltd.	10,000	260 1/2	50 \$185	
China Traders' Insurance Co., Ltd.	24,000	83.33 1/3	26 \$70, sellers	
North-China Insurance Co., Ltd.	5,000	100 1/2	20 1/2, 192, sellers	
Straita Insurance Co., Ltd.	5,000	10 1/2	20 \$10, sellers	
Union Insurance Society, Ltd.	10,000	250 1/2	50 \$230, sellers	
Yangtze Insurance Association, Ltd.	8,000	100 1/2	60 \$165	
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	100 1/2	20 \$102, sales and sellers	
Hongkong Fire Insurance Co., Ltd.	8,000	250 1/2	50 \$322, sales	
SHIPS.				
H'kong & Whampoa Dock Co. Ltd.	12,500	125	all	247 % prem. = \$437.75, (and sellers)
STEAMSHIPS.				
China and Manila S. Co., Ltd.	5,000	50	all	\$60
Douglas Steamship Co., Limited...	20,000	50 1/2	all	\$60, sales
H.K. C. and M. Steamboat Co., Ltd.	10,000	15 1/2	10	\$43 1/2, sales and buyers
Indo-China S. N. Company, Limited	60,000	10 1/2	10	\$48, sales and buyers
China Mutual S. N. Co.	20,000	10 1/2	10	\$7, buyers
Do.	(now issue)	20,000	10 1/2	0 \$2.5
REFINERIES.				
China Sugar Company, Limited...	20,000	100	all	\$134, sales and sellers
Luzon Sugar Company, Limited...	7,000	100	all	\$44
WHEAT.				
H.K. & Kow. Wharf & Godown Co.	20,000	50	all	\$65, sales and sellers
Wanchai Warehouse and Storage Company, Limited.	2,600	100	37 1/2	\$43 1/2, sales
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited...	50,000	100 1/2	50	\$78, sales and buyers
Kowloon Land and Building Co.	8,000	50	30	\$16
" property	1,000	10	all	\$82, sales
Humphreys Estate & Finance Co.	25,400	50 1/2	40	\$114, sales and sellers
West Point Building Co., Limited.	12,500	50 1/2	40	\$114, sales and sellers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,250	100	all	\$95, buyers
MINING.				
Jebsen Mining & Trading Co., Ltd.	40,000	5	all	\$2.35, sales and buyers
Punjab Mining Co., Ltd.	60,000	5	all	\$5, sellers
Societe Francaise des Charbonnages du Tonkin.	15,000	500	all	\$80, sales and buyers
New Balmoral Gold Mining Co., Ltd.	90,000	1	all	\$1.60, sales
" Preference shares	70,000	1	all	\$1.60, sellers
Raub Aust. Gold Mining Co., Ltd.	20,000	1	13/10	\$16, sales and buyers
Oliver Freshold Mines, Ltd.	15,000	5	5	\$18, sales
" preference shares	5,000	5	24	\$6 1/2, sellers
" ordinary	25,000	5	1	
PLANTING, ETC.				
China-Rubber Company, Ltd.	7,600	100 1/2	56 nom.	
H. G. Brown & Co., Limited, in liq.	6,000	60	all	in liq.
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	60	all	\$38, buyers
DISPENSARIES.				
A. S. Watson & Co., Limited...	30,000	10	all	\$124, sales
Dakin, Cruickshank & Co., Ltd. in liq.	50,000	6	all	in liquidation
LIGHTING.				
H.K. and China Gas Co., Limited...	7,000	10	all	\$110, buyers
Hongkong Electric Co., Limited...	30,000	10 1/2	8	\$3, sales and sellers
BRICK AND CEMENT.				
Green Island Cement, Ltd.	20,000	10 1/2	10	\$30, sales and sellers
SUGAR.				
Bell's Asbestos Asphalte Co., Ltd.	3,000	1 1/2	39	\$9, sellers
" preference shares	7,000	1 1/2	15	\$3, sellers
Campbell, Moore & Co., Limited...	1,200	10	all	\$7 1/2, buyers
Geo. Fawcett & Co., Limited...	8,000	25 1/2	25	\$30, sales and sellers
Hongkong Bakery Company, Ltd.	50,000	50	all	\$30
Hongkong Dairy Farm Co.	5,000	25	all	\$35, nom.
Hongkong Ice Company, Limited...	5,000	25	all	\$110, sales and sellers
H'kong Rope Manufactory Co., Ltd.	5,000	25	all	\$154, sales
Two Cotton Spinning and Weaving Co., Ltd.	10,000	100	100	\$100, sales and sellers
International Cotton Manufacturing Co., Ltd.	10,000	100	100	\$100, sales and sellers
Laue-Kung-Ho Cotton Spinning and Weaving Co., Ltd.	3,000	100	100	\$100, sales 97 1/2, buyers
Carmichael & Co., Ltd.	2,000	25	20 1/2	
Boy Chee Cotton Spinning Co., Ltd.	2,000	50	100	\$50, sales
" Founder's shares				